' Theft and Smuggling of Uranium

*54. DR. MURLI MANOHAR JOSHI: Will the PRIME MINISTER be pleased to state:

(a) whether Government are aware of the instances of theft and smuggling of uranium;

(b) if so, the number of such instances during the last three years together with the quantum of uranium seized year-wise;

(c) the action taken by Government in each case; and

(d) whether Government have found any pattern in the theft and smuggling of uranium to neighbouring countries?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI BHUVNESH CHATURVEDI): (a) Reports have appeared from time to time regarding alleged theft/smuggling of uranium during the past four years. However, on analysis, it was found that the samples of the seized materials did not contain uranium.

(b) to (d) Do not arise.

Domestic sale and export targets of Indian cars

*56. SHRI ANANTRAY DEVSHANKER DAVE:
SHRI GOPAL SINH G. SOLANKI:
Will the PRIME MINISTER be pleased to state:

(a) what is the average percentage of fall in the domestic sale and export targets of Indian cars during the year 1991-92, 1992-93 in comparison with previous years;

(b) what are the reasons for the decline in the domestic sale as well as in the export of Indian vehicles;

(c) what is the average target set for the export of the Indian vehicles to various foreign countries, during the year 1993-94 and who are the prospective buyers of Indian vehicles of various brands and types; and

(d) in what manner Government are encouraging the export orientation programme for the Indian vehicle industry?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF INDUSTRIAL DEVELOPMENT) WITH ADDITIONAL CHARGE OF THE MINISTER OF STATES IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF HEAVY INDUSTRY) (SMT. KRISHNA SAHI): (a) and (b) The fall in domestic sales of cars during 1991-92 over that of 1990-91 is around 17%. During the current year the fall is expected to be around 2% over 1991-92. The reasons for decline in domestic sales are rise in selling prices of cars due to higher cost of inputs, restricted availability of credit, high rate of interest and reduction in depreciation allowance for the customer. The export of cars during 1991-92 was 21918 as against 4392 during 1990-91, thus registering a quantum jump. The exports during the current year are estimated at around 15014. The decline in export of cars during 1992-93 is stated to be due to general recession in the European market and also disintegration of erstwhile Yugoslavia which was one of the major markets for Maruti vehicles.

(c) No target as such has been fixed for export of cars during 1993-94. The major markets for exports of Indian commercial vehicles are Malaysia, Sri Lanka, Bangladesh, Nepal and West African countries. Maruti vehicles are being exported mainly to Italy, Hungary. Portugal, Poland, Australia and West African countries.

(d) To encourage export of vahicles, Government has liberalised import of technology, upgraded vehicle testing facilities in the country to meet homologation requirements of European Community standards, created awareness amongst manufacturers of vehicles on

quality and have provided fiscal incentives on inputs for export production.

Defence Deals With U.K.

*57. SHRIMATI VEENA VERMA:
SHRI SUSHIL KUMAR SAMBHAJIRAO SHINDE:

Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the British Prime Minister during his recent visit to New Delhi held discussions with the Indian Prime Minister and other Govenment representatives on some defence deals including the proposal for supply of Hawk-training aircrafts; and

(b) if so, the details thereof and the outcome of the discussions?

THE MINISTER OF DEFENCE (SHRI SHARAD PAWAR): (a) and (b) There was no discussion on defence deals; however, the British Prime Minister referred to the British offer of the Hawk jet trainer. Our Prime Minister informed him that the offer was being technically evaluated.

Sick PSUS Referred to Bureau of Industrial and Financial Reconstruction

*58. SHRI VITHAL BHAI M. PATEL Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that a number of sick public sector undertakings cases have been referred to BIFR;

(b) whether Governrnent have taken a final decision about the sick public undertaking which are not viable; if so, the details thereof; and

(c) the number of sick undertakings which would become viable after the implementation of the New Industrial Policy?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF INDUSTRIAL DEVELOPMENT) WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF HEAVY INDUSTRY) (SMT. KRISHNA SAHI):

(a) Yes, Sir. As per the amended Sick Industrial Companies (Special Provisions) Act, 1985, 38 PSUs have registered themselves with BIFR. The reference to BIFR is mandatory.

(b) The definition of sickness is as per the SICA. Government does not decide the issue on a case to case basis, but on the basis of the balance-sheets of the PSUs. On the basis of 1991-92 balance sheets, fifty PSUs become referable to BIFR.

(c) Reference to sick PSUs to BIFR was an integral part of the new Industrial Policy. As yet, revival plans have not been finalised by the BIFR in any case and it is too premature to indicate as to how many sick PSUs will become viable.

देश में गैर-पारम्परिक स्रोतों से ऊर्जा प्राप्त करना

*59. श्रीमती सुषमा स्वराज:
डा० जिनेन्द्र कुमार जैन:

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि देश में गैर-पारम्परिक स्रोतों से ऊर्जा प्राप्त करने की पर्याप्त क्षमता है;

(ख) यदि हां, तो वर्ष 1990-91 के दौरान देश में गैर-पारम्परिक स्रोतों से ऊर्जा प्राप्त कर पाने की कितनी क्षमता थी;

(ग) क्या सरकार ने आठवीं पंचवर्षीय योजना अवधि के दौरान इस क्षमता का उपयोग करके ऊर्जा प्राप्त करने का कोई लक्ष्य निर्धारित किया है; और

(घ) यदि हां, तो निर्धारित लक्ष्य क्या है और इसे प्राप्त करने के लिए सरकार को अनुमानतः कुल कितनी धनराशि की आवश्यकता होगी और अभी तक किस-किस स्रोत से कितनी-कितनी राशि उपलब्ध होने का अनुमान है?